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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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Ship Construction

1. As of 29 May 1953, Workshop No. 2 of the Korbao Shipyards of Burgas were constructing boats [REDACTED]
2. As of 6 June 1953, Workshop No. 2 of the Georgi Dimitrov Shipyards of Varna had just completed two small cargo ships for the Bulgarian Merchant Fleet.

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Ship Movements

3. The following ships called at Bulgarian Black Sea and Danube ports [REDACTED]
 - a. Varna [REDACTED] BLAGOY KASABOV, Bulgarian registry; cargo saltpeter; origin Alexandria;
 - b. Varna [REDACTED] RODINA, Bulgarian registry; cargo electric motors, electric soldering apparatus, cranes, steam turbines, lathes, soda-kilns, automobiles, steel, Kirovets tractors, rubber, newsprint, two 60-ton calcination ovens, bridge parts; origin USSR;
 - c. Svishtov, [REDACTED] TUTRAKAN [REDACTED] cargo cast-iron for the Lenin Metallurgical Plant, metal belts, grinding cylinders, drawn wire; origin USSR;
 - d. Burgas [REDACTED] BERESINA, Rumanian registry; cargo 29 trucks, iron and zinc plate, pipes, machinery and equipment for factories; origin USSR;
 - e. Varna [REDACTED] TULA, Soviet registry; cargo cotton; origin USSR;
 - f. Svishtov [REDACTED] cargo sixteen 3-ton Praga trucks, calcined soda; origin Czechoslovakia;

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25 YEAR RE-REVIEW

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- g. Varna [] KARL MARX, Soviet registry; cargo industrial machines and equipment, ZIS trucks, chemical products, metals; origin USSR; 25X1
- h. Burgas [] SEPTEMVRI, Bulgarian registry; cargo machinery, steel, chemical products, medicines, iron plate, cable; origin USSR; 25X1
- i. Burgas [] VOROSHILOV, Soviet registry; cargo trucks, truck chassis, buses, mechanical cranes, industrial and mining machinery, scrap-iron, rubber, calcined soda; origin USSR; 25X1
- j. Ruse [] cargo 15 DT-54 tractors, creosote, several dozen tons of disinfectant products, several hundred tons of tan; origin USSR; 25X1
- k. Lom [] cargo rails, centrifugal pumps, Diesel motors, automobile parts, electric motors; origin Czechoslovakia; 25X1
- l. Lom [] cargo machines, power plant equipment, chemical products, radios, aluminum; origin East Germany; 25X1
- m. Varna [] SEPTEMVRI, Bulgarian registry; cargo synthetic rubber, asphalt, calcined soda, and other products; origin USSR; 25X1
- n. Varna [] TRAKIYA, Bulgarian registry; cargo synthetic rubber, asphalt; origin USSR; and 25X1
- o. Burgas [] DIMITŪR KONDOV, Bulgarian registry; cargo cotton; origin USSR. 25X1

The Ruse-Giurgiu Bridge

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- 4. The Ruse-Giurgiu bridge will have two levels--the upper for the railroad, and the lower for the road. Its total length will be eight or nine kilometers, as follows:
 - a. One and one-half kilometers in Bulgarian territory, to be constructed by the Bulgarians;
 - b. Nine hundred meters over the Danube River, to be constructed by the Bulgarians;
 - c. Approximately five kilometers over the Rumanian island and the marshy area as far as land, to be constructed by the Rumanians; and
 - d. The remainder on Rumanian land, to be constructed by the Rumanians.
- 5. The foundations of the piles of the bridge have been constructed on the Bulgarian side. These piles, 29 in number (first section of 1.5 kilometers) are elliptical and have a diameter of six and four meters. They are set at 50-meter intervals.
- 6. Construction has started on four foundations in the Danube, but one large pile which had been constructed on one of these bases was destroyed.
- 7. []
- 8. The middle of the section over the river allegedly opens from above.
- 9. All metal parts for the bridge were prefabricated in Czechoslovakia.

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Coastal Batteries

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10. Allegedly the batteries protecting Sozopol (N 42-24, E 27-42) have not all been equipped with new Soviet materiel. It is generally believed that the old batteries (not replaced) will be left in the hands of the Bulgarians, while the important new batteries of Soviet model will be manned by Soviets. For the defense of Sozopol, there are nine guns (generally in sets of two in installations designed for three canons) of 252 mm. caliber of Krupp-Bofors type.
11. At Sveti Stefan Cape (N 42-24, E 27-44), there are four guns, 152 mm., German make.
12. As of early May 1953, no changes were noted in the batteries from Cape Akin to Sveti Nikola (N 42-28, E 27-38) where six guns of 150 mm. Krupp-Bofors type are situated. All these guns are installed on a single concrete frame which also comprises the munitions depot.
13. The old batteries (four guns, 150 mm., Krupp type) are still located at Tsarevo (N 42-10, E 27-51, now Michurin), but another Soviet-type battery has also been constructed at this location.
14. Many concrete nests were constructed on the Shürübla hill (352 meters high) during the 1951-1952 period. These seem to be for air raid shelters.

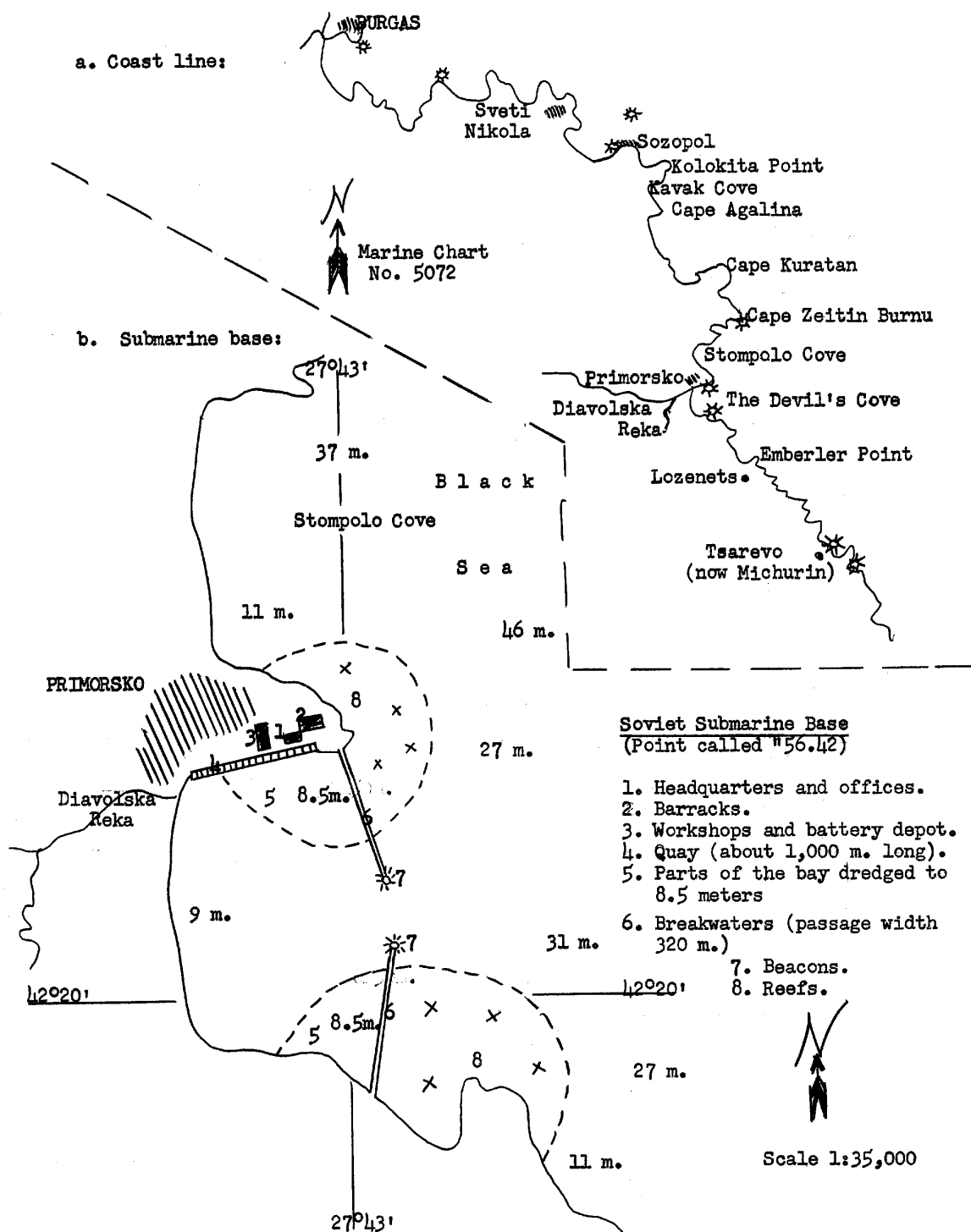
Soviet Submarine Base at Primorsko

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15. The submarine base at Primorsko (N 42-16, E 27-47) was constructed during World War II by the Germans, who occupied it until 1943. It was then abandoned until 1948 when the Soviets brought in [redacted] eight submarines (two small and six large). 25X1
16. The defense of the port is effected by about 150 Bulgarian sailors who are [redacted] 25X1
[redacted] commanded by Captain II Class Stefan Lulchev, originally from Vratsa. (He is an officer of land troops attached to the Navy, but has never commanded a ship.) There are a few 20 mm. guns behind the quay.
17. Bulgarian military technicians work in the shipyard, but they are under the control of Soviet engineers.
18. The inhabitants of Primorsko village, with the exception of a few families of professed Communists, have been evacuated to neighboring villages, especially Izvor.
19. A Militia ordinance, countersigned by the military authorities, prohibits access to this base, called "Point T.5642" (Tochka 56-42) for all unapproved civilian or military personnel.
20. The following sketch shows the Black Sea coast line and the submarine base of Primorsko.

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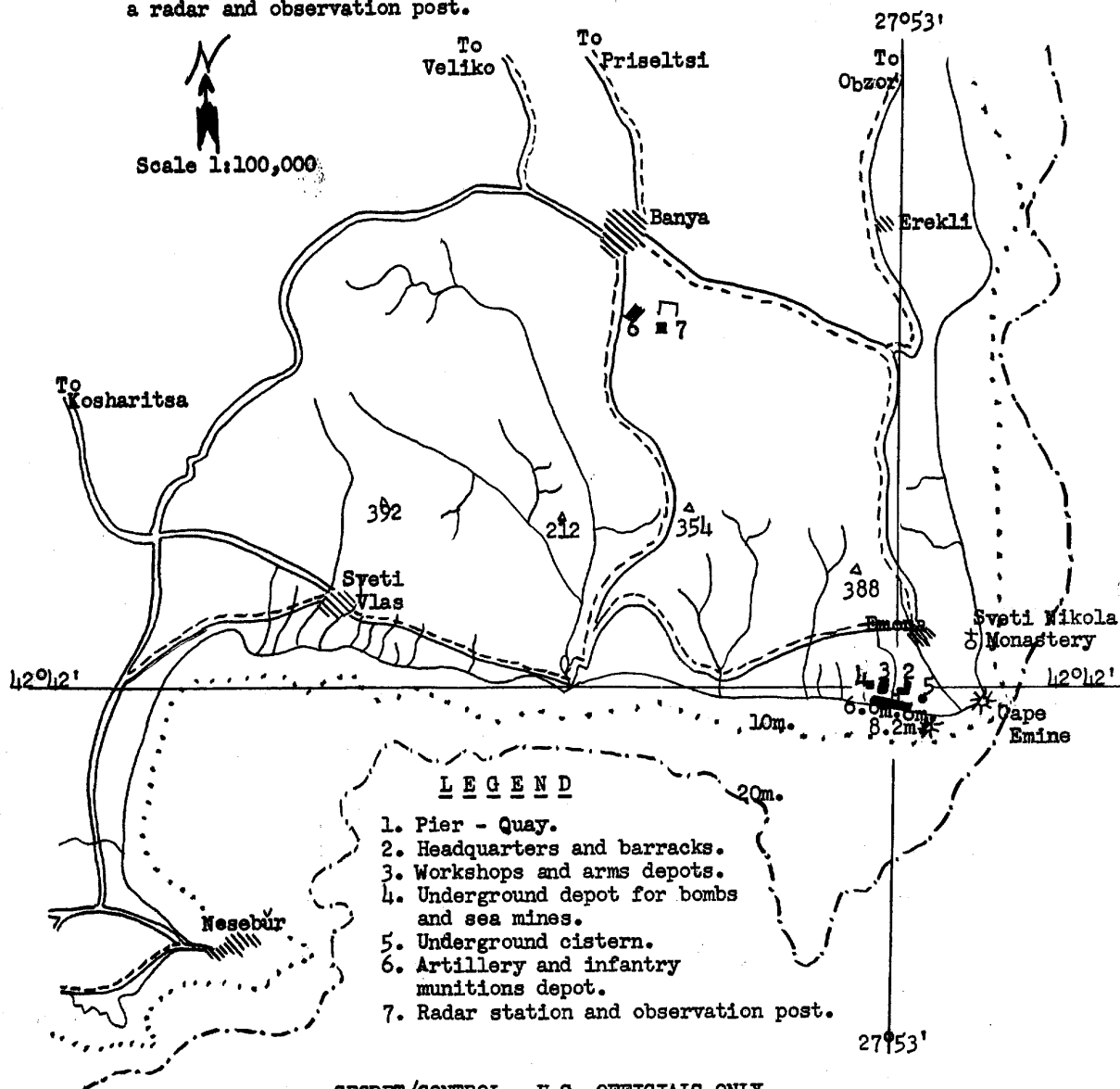
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Quay for Soviet Warships at Emona

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21. A quay for Soviet warships has been constructed south of Emona village, about 1,500 meters from Cape Emine (N 42-41, E 27-54), near an old anchorage known as "Vilna" (wave). This quay is approximately 800 meters long. A breakwater 200 meters long has been constructed at its eastern extremity. Behind the quay is located a building housing the offices of the headquarters and personnel. quarters, a workshop with weapons depot, an underground depot for bombs and sea mines, and one or more underground fuel storage tanks. Farther northwest, not far from Banya village, is a munitions depot for the infantry and artillery and a radar and observation post.



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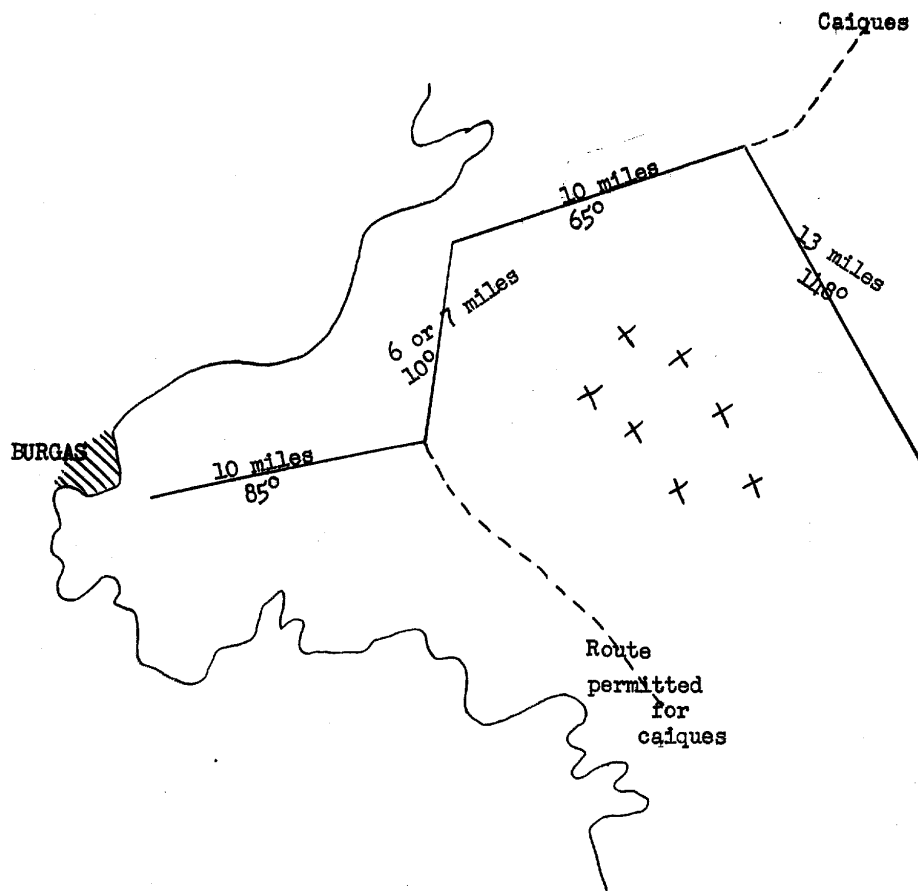
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22. Protection and defense of this Soviet base is entrusted to approximately 200 Bulgarian soldiers under the command of Bulgarian Major Dragomir Stoyanov.
23. In May 1952, three cruisers, two large torpedo boats, four motor-torpedo boats (KATERIs), two or three subchasers, and several patrol boats were noted at this quay and at anchorage at the base. This squadron was commanded by Soviet Admiral Milukov, whose assistant was Captain I. G. Zaguchinko.
24. There are other Soviet bases of this type along the Bulgarian coast, especially one near Balchik.

Mine-Free Route to Burgas

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25. The sketch below shows the route to be followed by ordinary cargo ships and caiques calling at Burgas. It is almost certain that mines are located at the approximate positions indicated by X's on the sketch.



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